RAPID TRANSIT SCHEMES.

MANHATTAN AFTER THE FRANCHISE.

IT LOOKS AS IF A CAT WERE IN THE BAG-COMMISTIONERS STILL WAITING.

The meeting of the Rapid Transit Commission yester day afternoon was somewhat enlivened as compared with the customary routine of recent sessions. Lawson N. Fuller was in the andience; also W. Nowland Amory, oltary bidder for the franchise of the tunnel schen last week. The counsellor of the commission, John M. was present. Mr. Steinway, chairman, behalf of Mr. Amory, arose and said that his client held to that the sale of last week was bonn fide; that the bid ele having accepted the 10 per cent of the purchase price. Steinway as chairman replied that the bid was no accepted, but that it was simply received for consid-

that of \$1,000, on which Mr. Amory had made the deposit of 10 per cent, was a good bid; that his client the receipt for the payment of the money; that clared he had bought the franchise, and that he,

ared to put up the \$1,000,000 on receipt of the he bid, in accordance with the provision of the speci-

Mr. Inman suggested that they drop the discussion millions and descend to the matter of ordinary "Allow me to ask Mr. Amory," said Mr. "if he will undertake to deposit \$25,000 to postrow, and if this thing is taken up, whether he will undertake to work it out." Mr. Amory replied that unfortunately \$25,000 was just as impossible for him to deposit now as \$1,000,000. Mr. Steinway sked Mr. Amory if he could give any assurance of what he would do or could do in the way of supplying by his own voice, that he had purchased the tranthise through the action of the commission last week; that he had paid his deposit of 10 per cent, and that he was the rightful purchaser of the This did not seem to accord with the views if the commission, because Mr. Steinway shortly floward announced that there appeared to be nothing new really before the commission. At this point Regiamin F. Romaine arose and asked that the commission take no action of a final nature until certain should be heard. A circular had been sent it by real estate men among a number of people

You are earnestly requested to attend a meeting of owners, agents, brokers and citizens generally nting real estate interests in this city, to be Nos. 57 to 65 Liberty-st., on 4, 1893, at 1 o'clock p. m., to consider the underground Rapid Transit Railroad, as pro-difficulty. Capitalists are afraid to touch it. means of providing the city of New-York with an economically than any private organization. dequate system of rapid transit, for which meeting

After the adjournment of the commission, connection with his bid. Mr. Amory was evidently rather indignant at the way in which he had been treated by the commission, and dunned for his n dollar deposit. He insists that his bid accepted by the commission when they reper cent. deposit money, for which him a written receipt. He said that the auction proceedings the other day the comwas asked by them to give the names of his Later he signed, as he declares, a copy of the terms would have devolved upon him the necessity of making the deposit of \$1,000,000 within five days, and hence it would only have required that period inconveniences to the public and with a great pendent of time to demonstrate to the commission whether to themselves.

"There is no other route for an undergound rail—"There is no other route for an undergound rail—"T which the commission gave him when he offered them his money, and he also possesses the money which

Mr. Amory points to paragraph 16 of the terms sale and specifications, which says: "The bidding its bonds. will be kept open after the rights, privileges and franchises have been struck down, and in case the purchaser falls to comply with any of the above conditions of sale, said rights, privileges and franchises will again be put up for sale under the direction of sald Board of Rapid Transit Railroad Commissioners under the same terms of sale and said purchaser will be held liable for any deficiency there may be between the sum for which said rights, privileges and anchises shall be struck down upon the sale and that for which they may be purchased on the resale,

The right of the commission to reject all bids is The right of the commission to reject all loads is provided for in paragraph 17 of the terms and specifications. Mr. Amory contends that if any bidder had shown his inability to deposit the \$1,000,000 the commission would have been under the law required to put the franchise up for sale again. He holds that by accepting his money they substantially accepted his hold and that he is the possessor of the ave. Railroad Company wish to operate a line in this cepted his bid, and that he is the possessor of the

commission Jay Gould expressed his opposition and his determination to defeat the measure. It is said that he found it was going to be an expensive piece of work. Thereupon, he withdrew his opposition and concentrated his forces in another direction, namely. Tammany Hall. The hand of Tammany Hall is always open for anything in the way of a contribution, and Mr. Gould's hand was ready to drop a fee into fi. It is alleged that he made a large subscription to Tammany Hall's treasury, in consideration of the fact that he should be fairly represented in the Board of Rapid Transit Commissioners, to be appointed by the Governor. William Steinway was chosen president. Jehn H. Starin and John H. Inman are well-known ess men. J. Pierpont Morgan is a director in the Manhattan Rallway Company, and also a director in the passed : New-York Central Railway Company. Samuel Spencer, who has of recent years been identified with the house of Prexel, Morgan & Co., is one of the commissioners. Pany a large English and generally foreign hedding of stock and bonds. His power has undoubtedly been exerted to restrain a restrain the restrain and all rights per taking thereto were inductive and all rights per taking thereto were inductive and all rights per taking the restrain and rights per taking the restrain and all rights per taking the restrain and all rights per taking the restrain and rights per taking the rights per t exerted to restrain any Vanderbilt interest from enter-ing into the scheme in opposition to the Manhattan Rallway Company in which he also represents a large olding. It is said that he has spoken with much firmness, if not defiance, against any scheme of increased rapid transit, which did not associate itself with the

ducted their work conscientiously, with a view to ascertaining the cost of the work and of fulfilling in every way the provisions of the Rapid Transit Act; but when one looks at the combinations interested in the commission, the conclusion is inevitable that the Manhattan sion, the conclusion is inevitable that the Manhattan Company's fingers have been extended into the rapid transit pie to their full length, and that they are likely to remain there forever.

There will be a meeting of the commission Friday to be a meeting of the commission friday in the continual property of the meeting of the commission friday is and the coachman was released.

star the property owners represented in the meeting to held to-day. Wall direct takes only one view of the future prospect, and it is reflected in the extraordinary

strength of Manhattan Railway stock. A sharp upward movement began before the death-blow was given to the underground scheme, and the announcement of the failure of capitalists to bid for the franchise was the signal for a further rise in the price of the stock. There were no new developments in the earning capacity of the existing system to explain the sudden appre-ciation of investors of the value of the Manhattan property, and the popular explanation of the advance the prospect of valuable "rights" to go with the stock when the Rapid Transit Commissioners decided upo an above-ground system.

These "rights," in Stock Exchange parlance, a

the privilege of getting, by virtue of stock-ownership, an opportunity of subscribing, at a low price, to new

to pay a big profit on the investment. None of the so far as known, but the opinion is common in the in the decision of questions affecting future rapid the stockholders will make "a good thing out of it. Friends of the Rapid Transit Commissioners say tha ere is no justification for the idea that the Man hattan Company will have its own way. They say that the commissioners were compelled to recognize the inability to raise capital for an undergran scheme, and that they will submit their new plan in scheme, and that they will submit their new plan in time, without regard to any existing system of midal transit. If the commissioners and that their new propositions.

Mr. Amory was again asked to make known to the commission the names of his backers. Mr. Bowers asked Mr. Hildreth, and subsequently Mr. Amory himself, if Mr. Amory were prepared to put up \$1,000,000.

Mr. Amory replied that he had not come down town with a million dollars; that last week he was prepared to put up the \$1,000,000 on receipt of the last the first "call" upon all privileges which may be recarded to put up the \$1,000,000 on receipt of the last the first "call" upon all privileges which may be recarded to put up the \$1,000,000 on receipt of the state of the public to the commission of the public. Wall street speculators, however, are convinced that the Manhattan Company with a million dollars; that last week he was prepared to put up the \$1,000,000 on receipt of the state of the public to the discriminated against, but it is promised that every safeguard will be thrown out for the public. Wall street speculators, however, are convinced that the same to discriminate against, but it is promised that every safeguard will be thrown out for the public. Wall street speculators, however, are convinced that the wall call the same that they will submit their new plan in time, without regard to any existing system of mid-air transit. If the commissioners and that they will submit their new plan in time, without regard to any existing system of mid-air transit. If the commissioners and that they will submit their new plan in time, without regard to any existing system of mid-air transit. If the commissioners and that they will submit their new plan in time, without regard to any existing system of mid-air transit. If the commissioners and that their new propositions are more acceptable to the clevated rail-reason to the commissioners and that their new propositions are more acceptable to the clevated rail-reason to the clevated rail-reason to th

HE WANTS THE CITY TO BUILD IT. ROBERT MACLAY SAYS AN UNDERGROUND SYS

TEM IS PRACTICABLE.

preme Court a member of the Rapid-Transit Commission, said to a Tribune reporter yesterday: "My me to believe that the city ought to build the road interest on the cost of building it. security, which was necessary in order to show good this beilef are based on the following facts: There are no engineering difficulties in the way of the Broadway underground road. All the engineers examined by us pronounced the plan perfectly feasible and in every way practicable. Even the engineers placed on the stand by the property owners, who were op posed to the road, admitted that it was in ever way practicable, and differed only in the cost of th to furnish cars and the entire equipment of the un make fifty miles an hour, all by electrical power. This does away with all the objections of smoke and cinders of the coal-burning locomotives. This Bos ton firm also guarantees to put in a system of forced

"Every objection advanced by the property owner and by those opposed to the plan was most fully and eld at the Real Estate Exchange and Auction completely met by the engineers examined by us and there is no reason why the road should not tuilt. The only question is that of getting capital what cought to be done to facilitate the building of lats to enter the scheme. But that is the great Tribune reporter called upon Mr. Amory, and sought would be only \$1,500,000, while a private corporation terpretation of the action of the commission in would have to pay from 5 to 6 per cent inter 500,000 a year, the city could well afford to let out even more, for the privilege of operating the road, "Furthermore, the city could build the road mo

cheaply than a private corporation, for it has a regularly employed force of engineers, lawyers, etc. Even if the city did not manage to rent out the opeitself, and the enkanced values of property in the upper part of Manhattan Island would yield it an enormous sum in increased taxes which would mor proof of this in the increased values along the line of the Sixth Avenue Elevated Railroad. Besides the mission, he maintains, in accepting the 10 the building of this road would enable the New-Haven deposit, he being the highest bidder, were and the New-York Central railroads to run their trains bound to give him an opportunity to manifest down to the Battery. They would be willing to pay I faith by sending him a written acceptance. a good sum for this privilege. In the night time, when local passenger traffic is light, these companies

that later his money was returned to him, he was not rond than Broadway. That theroughfure is the back-asked to surrender the receipt for the money debone of the Island, and it is the main artery of business. Tammany Hall will make money out of the construc-tion of this road, but what if it does? Suppose it makes \$10,000,0001 Even that would be cheuper than if a private corporation should undertake the work, because a private corporation would have to pay from 5 to 6 per cent interest on its money, while the city would pay only from 21-2 to 3 per cent on its bonds.

the city would pay only from 21-2 to 3 per cent on its bonds.

"In my opinion it was a great mistake on the part of the Rapid-Transit Comunisationers to delay the auction of this franchise. If they had put it up at auction as seen as it was approved by the courts there would have been many bids for it. But delaying the sale so many months gave these big capitalists and the enemies of the underground road a chance to make a deal' so that there were no bids at all. I was talking the other day with a man who had recently inspected the electric railreads in London. He said that several roads were already in successful operation, and that it was only a question of a short time when all the London underground roads would be operated with electricity."

TO STOP THE SALE OF FRANCHISES.

opted his bid, and that he is the possessor of the anchise. He declares that those whom he represents avenue. Ex-Governor George Hoadly and Edward franchise. He declares that those whom he represents will not in the circumstances permit any expansion of the elevated system in New-York; that they will contest the ground to the highest court. Mr. Amory regards the acceptance of the deposit as a blunder on the part of the commission—committed in the absence of Mr. Bowers, their counsellor, who was then in the West. Evidently this technicality will be used for all it is worth. Whom Mr. Amory represents it is impossible to determine.

The situation in regard to this Rapid Transit question becomes more and more interesting, in view of the situation in regard to this Rapid Transit question becomes more and more interesting, in view of certain facts which are known to some, and which have been quietly discussed within the last few days. When it was first proposed at Albany to establish this commission Jay Gould expressed his opposition and his commission Jay Gould expressed his opposition of the commission of the proposit Scoton for the Houston, Root and Fr

AN EXTENSION ON STATEN ISLAND.

The Staten Island Rapid Transit road has begun work on the extension of its track from Arrochar to the southwest. The Arrochar station will be moved from its present site to a point nearer the Fort Wadsworth station. From there the road will run through Arrochar Park, under the lichmond road and then along back of South Beach for about a mile, The extension will be in operation early in May.

ACTION BY THE REAL ESTATE EXCHANGE. At a meeting of the Board of Directors of the Real Estate Exchange, in Liberty-st., the following was

"Wherens, public and private interests demand the speedy construction of the underground rapid transit lines laid out by the present Rapid Transit Commission, and of which the frunchise and all rights per-

chise being made to private capitalists, the directors of the Real Estate Exchange and Auction Room, limited, hereby urge the city authorities to seek legislation whereby such construction can be carried out as a municipal enterprise."

offered for sale and the farcical end lead to a generally accepted conclusion that the commissioners have all affong recognized the utter impossibility of carrying forward an underground project; that they have, however, conflucted their work conscientiously, with a view to ascertain the whole passing over the heavy hody. MR. VANDERBILT'S COACHMAN OUT ON BAIL

WILL THE COAL COMBINE HOLD?

OFFICIAL EXPLANATION OF THE SEVERANCE OF RELATIONS BETWEEN THE READING AND

road are at present occupying large attention in Wall change in the stock, and the price dropped more that weak feature of an otherwise firm bond market, ations between the Rending and the Central Railroad of New-Jersey. The reference in Governor Flower's message to the need of controlling the coal com made upon Reading.

The renewed agitation as to the Reading Company was stimulated by the recent public announcement that the Lehigh and Wilkesbarre Coul Company, which own coal bereafter instead of through the agency of the Reading's coal department. The announcement es late, but the independent arrangement will date back to December 1, 1802. The officers of the Jersey It is the end of Reading's fiscal year, and an earlier severance of relations would have caused an unneces tion is as follows: "This change of base on the part of Lehigh and Wilkesbarre has been induced by the litigation in the State courts, whereby a more complete separation from the Reading is considered desirable, and also by the new arrangement of the Reading Company with the Finance Company of Philadelphia, by which the latter handles Reading coal." The instruction issued to conductors on the by the Reading after January 1, 1893, except on Reading trains is said to be simply a part of the separation in deference to legal proceedings that had been decided upon. The passes for 1892 were allowe On August 25, 1892, Chancellor McGill, of

Central on the charge that it was in contempt of court in maintaining the coal combination. It is this

decline in Reading stock and bonds. It was also urged that the independence of the Lenigh and Wilkesbarre Company would lead to a less rigid matepanies logether on selling prices. There is ill loubt, however, that President McLeod, of the Rea ing, has had only reluctant support from some of the companies in his policy last year to rush prices up at a rapid rate without any curtailment of output. It is known that the Delaware and Hudson managers have advocated a restriction of production and that the Delaware, Lackawanna and Western has advocated enforcing prices without restriction. It is said now that circular prices are about as well maintained as possible at this season, but there is little doubt that the stuntion of the coul trade in the coming spring is already engasing the serious attention of coul managers, and that the complications in Rigation will exercise an important influence in determining the future policy of the coul trade. One of the Wall Street news agencies quoted Samuel Sloan, president of the Delaware, Lackawanna and Western, as follows:

"We naked President Sloan, of the Delaware, achawanna and Western, for his view of the coal ng, has had only reluctant support from some of the

Western, as follows:

"We naked President Sloan, of the Delaware, Lackawanna and Western, for his view of the coal situation. He replied: If this weather keeps up it will steady the trade enough."

"How about the Reading situation?"

"He will known that Jersex Central has completely separated from Reading because it is completely separated from Reading because of it is not attitude at the New-Jersey courts, Jersey Central ought in the New-Jersey courts, Jersey Central has completely ought in the Manual ought in the New-Jersey courts, Jersey Central has completely ought in the Manual ought in the New-Jersey courts, Jersey Central has completely ought in the Manual ought in the Manual

UNION PACIFIC'S IMPROVED CONDITION. THE THREE-YEAR NOTES REDUCED BY OVER

\$5,000,000-LARGE SURPLUS EARNINGS. Boston, Jan. 3.- "The Boston News Bureau" says that a syndicate of American and foreign bankers has traded with the trustees of the Union Pacific guarantee of per cent notes for all the Oregon Short Line and Utah Northern consolidated 5 per cent bonds held in the trust. There were about \$4,000,000 of these bonds pledged when the Union Pacific's floating debt was refunded in 1891, and \$18,530,000 three year notes

This sale, with those previously made, will reduce these notes to \$13,000,000, and with other sales in con-templation the three-year notes would be reduced in a few weeks below \$10,000,000. These sales of Union Pacific bonds are the result of recent investigations into he physical and financial condition of the Union Pacific property, which by several experts is pronounced to be

Since the refunding notes were issued the company has improved its property and paid for all new construc-tion out of earnings, has reduced and not increased its bonded debt, and has steadily increased its cash in hand bonded debt, and has steadily increased its cash in liability without making a new note or incurring any liability whatever. The surplus earnings for the year just closed, including the miscellaneous income not reported monthly, will be about \$2,000,000, which will be the largest cash balance from earnings carried over by any Western railway company.

A YEAR'S RECORD OF THE ILLINOIS ROADS.

Springfield, Ill., Jan. 3 (Special).—There was an increase of 300 miles in the railways in Hipols during the fiscal year ending June 30, 1892, as reported to the Railroad and Warehouse Commission, and shown to the Railroad and Warehouse commission of the Railroad and Warehouse Commission of the flowerner. The capital represented in stock, bonds and other liabilities of the Illinois railroads aggregates \$1,977,299,590. This includes more than aggregates \$1,977,290,000. This includes more than \$500,000 000 invested during the year. Fifty-four roads report an aggregate net income exceeding \$25,000,000, and twenty-seven roads show a deficit of more than \$2,000 000. The dividends declared of more than \$25,000,000, an increase of about aggregate more than \$25,000,000, an increase of about 5 per cent over the dividends for the previous year. The earnings and expenses of all departments bay: sed in the last four years. More than 21,000 automatic couplers were added to the equipment but the tables of casualties show that more railroad em-ployes were killed or hurt than in the preceding year. The commission says that Chicago grain inspection certificates are accepted as readily in New-York and London as here.

EASTBOUND SHIPMENTS FROM CHICAGO. Chicago, Jan. 3.-Eastbound shipments of freight from Chicago last week, exclusive of livestock, amounted to 66,570 tons against 68,861 for the preamounted to 66,570 tons against 68,861 for the pre-ceding week a decrease of 2,311 tons, and against 134,676 for the corresponding period last year, a decrease of 68,106 tons. The tonnage was made up of the following articles: Flour, 7,036 tons; grain and mill stuffs, 31,848 tons; provisions, lard, etc., 8,683 tons; dressed beef, 9,979 tons; flaxseed, 1,359 tons; hides 2,464 tons; lumber, 3,848 tons; miscel-laneous, 1,553 tons. Shipments of flour, grain and provisions from Chicag, to the scaloned by the totals. decrease of 68,106 tons. The tonnage was made up of the following articles: Flour, 7,036 tons; grain and mill stuffs, 31,848 tons; provisions, lard, etc. 8,663 tons; dressed beef, 9,979 tons; flaxseed, 1,359 tons; hides 2,464 tons; lumber, 2,848 tons; miscellances, 1,553 tons. Shipments of flour, grain and provisions from Chicac; to the seaboard by the roads in the Central Traffic Association amounted during the week to 39,288 tons, against 47,426 for the preceding week, a decrease of 5,144 tons, and egainst 95,074 for the corresponding week of last year, a decrease of 48,548 tons. Of this traffic the Vanderbill lines carried 56 per cent; the Remayivania libes, of H Maltand Kersey. Arrived at the Bau at 6,14 p. m. Steamer Critic (Br), Ward, Liverpool, December 23, with make to H Mattand Kersey. Arrived at the Bau at 6,14 p. m. Steamer Critic (Br), Davies, Leith, December 10, under 17, with mise to Simpson, Speace & Young Arrived at the Bau at the Bar at 7, a.m. Steamer Fritamina (Fr), Labutat, Marseilles December 13, with mise to Simpson, Speace & Young Arrived at the Bau at the Bar at 7, a.m. Steamer Fritamina (Fr), Labutat, Marseilles December 13, with mise to Simpson, Speace & Young Arrived at the Bau at the Bar at the Bar at 7, a.m. Steamer Fritamina (Fr), Labutat, Marseilles December 13, with mise to Simpson, Speace & Young Arrived at the Bau at the Bar at the Bar at 1, 45 p. m. Steamer Pritamina (Fr), Labutat, Marseilles December 13, with mise to Simpson, Speace & Young Arrived at the Bau at the Bar at 7, a.m. Steamer Fritamina (Fr), Labutat, Marseilles December 13, with mise to Simpson, Speace & Young Arrived at the Bar at the Bar at 7, a.m. Steamer Pritamina (Fr), Labutat, Marseilles December 13, with mise to Simpson, Speace & Young Arrived at the Bar at 1, a.m. Steamer Pritamina (Fr), Labutat, Marseilles December 13, with mise to Simpson, Speace & Young Arrived at the Bar at the Bar at 1, a.m. Steamer Taurie (Br), Davies, Labutation of Simpson, Speace & Young Arrived at the Bar at the Bar at 4, a.m. St

ATTACKS ON READING STOCK. | 16 per cent; the Chicago and Grand Trunk, 22 per cent; the Baltimore and Ohio, 6 per cent.

BETTING AT MONMOUTH.

RACETRACK OFFICIALS MAY BE INDICTED.

THE GRAND JURY OF THE COUNTY INSTRUCTED

JURY . SAYS JUSTICE BEASLEY. Freehold, N. J., Jan. 3 (Special).-Justice Beasley the opening of the January term of the Monmouth County Court to-day delivered a severe charge to the Grand Jury, bearing principally on the racetrack question. He said in substance:
-1 understand that it will be shown that at this

(the Monmouth Park) racecourse there were certain manner was practised day after day openly; that during that time there were a number of men arrested for being engaged in that way, and that this course of things continued during almost the whole of the races. The law that not only the men who are making these who they were, no matter whether you know who they were, in on believe that the raceogurse company, the corporation, or the president or other officers permitted that thing to be done day after day, you are bound to find a bill of indictment against them for keeping a disorderly place. A disorderly place is any place where unlawful practices are habitually permitted. You will observe that while you may not be able to say who these men were who were making these bets there, you know the fact that this this was obviously done with the assent and permission and with the assistance of the owners of the property and I repeat that they are just as liable to indictment and you are just as bound to indict, them as though you found these bookmakers by name and could indict them.

failed to find any bills because they could not tell who these strangers were, who were making the but they made a great mistake in not going further the corporation, the racecourse company and its believe that this company, although you may not be able to say who the parties are who are actuall the gambling to go on, you are bound to find a bill

"Of course, I do not suppose you will not do your duty, but it seems to me, if the evidence that I speak with an option, and with but one option, and that is with an option, and with but one option, and that is an indictment, or indictments, or perjury. I cannot be mistaken about that. If those things were done in the light of day and the laws of your state were openly broken, gentlemen, the people of this county have a right to expostalate and the people of the state have a right to feel indignant that such a thing can be done in our midst. The court now instructs the prosecutor, as it is his duty, to send the necessary witnesses before you. You will examine and investi-gate them, and the responsibility rests with you."

In a recent letter to E. D. Wiggin, of Bellingham quarter in 20 seconds; and in speeding the last part of a slow mile has gone one-eighth in 14 seconds, and one-sixteenth in 62 seconds. As his mare is expected to be much stronger next season than ever before, Mr. Wiggin expects to start her for a mile record before the

The first of a series of religious midday meetings was held yesterday at 12 o'clock in the Union Square Theatre. They will be known as the "Metropolitan meetings," and will be conducted by the Rev. C. H. Yatman. About 100 people were present yesterday, and the meeting resembled an at-fashioned Methodist prayer and experience meeting. Dr. Gardner presided at the organ, and with the assistance of two cornets led the assemblage in song. Colonel Henry adley, of the Grand Army Migton, in Canal-st., made one of the pentiential Psaims there were prayers by the Rev. A. J. Kynet and Mr. Clark: Mr. North spoke, and Mr. Gardner and Miss Ray sang. In response to Mr. Yatman's invitation to rise for prayers people stood up, and fervent prayers were offered for them. The remaining time was ent, among the speakers being a young man wearing pressed himself as delighted with the result of the meeting. These meetings will be continued each weeksay at the theatre, beginning at 12:10 and end ing at 12:50 p. m. On Sunday afternoon there will be one at 4 and one at 7:30 p. m. in the theatre, Others will be held on the remaining evenings of the week at the Scotch Presbyterian Church, Foarteenth-st., near Sixth-ave.

STANDARD OIL ANNUAL MEETING.

At the annual meeting of the stockholders of the tandard Oil Company yesterday the following directors were elected: John D. Rockefeller, William Rockefeller, H. M. Fiagler, John D. Archbold, H. H. Rogers, W. H. Tilford, Charles M. Pratt, Paul Bab-Ropers, W. H. Tilford, Charles M. Fratt, rath Bab-cock, jr., and A. M. Mactireagor. The only change is the election of Mr. Mactireagor in place of James Metice. The officers elected subsequently were: william Rockefeller, president; J. D. Archbold, vice-president; William T. Wardwell, treasurer, and L. D. Clarke, secretary.

MARINE INTELLIGENCE.

MINIATURE ALMANAC Sunrise, 7:19 Set, 4:44 Moon rises 7:08 p.m Moon's age 16 HIGH WATER TO DAY. A.M.-Sandy Hook 8 34 Gov. Island 8:56 Hell Gate 10:49 P.M.-Sandy Hook 9:12 Gov. Island 9:32 Hell Gate 11:25

INCOMING STEAMERS.

y	TO.DAY. Line.	centre line, on a parallel with said Third street twenty lest signit inches, and thence southwesterly from said centre time on a parallel to Avenue C to the said point, the place it has no a parallel to Avenue C to the said point, the place of beginning. O. W. WIST, Referee. Dated New York, December 16, 1862. Jos. G. Matthews, esq., Plaintiff's Attorney, 280 Broad- way, N. Y. City.	1
et ill r	Corean Glascow Dec 23 Alan-State Bothnia Liverpool, Dec 24 Cunard THURSDAY, JANUARY 5. Westernland Antwerp, Dec 24 Red Stat FRIDAY, JANUARY 6. Vecndam Rotterdam, Dec 24 Neth-Amer	SUPREME COURT OF THE STATE OF NEW YORK. James Rossvelt, plaintiff, against Wilhelmine Juch leade E. Valintiff, Jacob Lahm, Mitchel Valentine, Nary Lahm, Martin J. Nolan, Martin P. Sullivan, Charles R. Christy, Martin J. Nolan, Martin P. Sullivan, Charles R. Christy, deceased of Thomas Christy, deceased of Elizabeth N. Chaplin, of Thomas Christy, deceased of Elizabeth N. Chaplin,	E COT
11 11	OUTGOING STEAMERS.	Matina I. The destament of Erastus W Roff, deceased, the last will and testament of Erastus W Roff, deceased, John B. Canidavel, defendants, Pince where trial is desired is the City and County of New York. Summon Stammed defendants, and each of tom:	-

OUIGOING STEAMERS.

TO-DAY.	
Mails Constant C	Vess 1 salis. 6 780 a n 7 :00 a n 2 00 p n 1 :00 p n 2 :00 p n 3 :00 p n 3 :00 p n
THURSDAY, JANUARY 5. tumbia, Hambaamer, Naples 11,000 am vena, Atla-, Jamai 8 11,000 am nannes Brun, Banama 60, Nassau 1,000 pm ntiano, N.Y. & Chui Santiago 1,000 pm ntiano, N.Y. & Chui Santiago 1,000 pm	0:00 a m 1:00 p m 3:00 p m 3:00 p m

SATURDAY, JANUARY 7 | SAITURDAT, JANUARY | Proceedings | SAITURDAT, JANUARY | Proceedings | SAITURDAT, JANUARY | Proceedings | SAITURDAT | Proceedings | Pro

SHIPPING NEWS.

PORT OF NEW-YORK-TUESDAY, JAN. 3, 1893. ARRIVED. Steamer Taurie (Br), Ward, Liverpool, December 23, th mase to H Maitland Kersey. Arrived at the Bau

taken against you by default, for the relief demanded in the complaint.

Dated, New-York, November 11th, 1892.

DE FOREST & WEEKS, Plaintiff's Attorneys, Office and postolice address, No. 62 William street, New-York City.

To Marfin J. Nolan and Martin P. Sullivan:

The foregoing summons is served upon you by publication, pursuant to an order of Hororabic George L. Ingraham, Justice of the Supreme Court of the State of New-York dated the seventeenth day of December, A. D. 1892, and filed with the complaint in the office of the City and County of New-York, at the Court House in the city of New-York, Plaintiff's Attorneys, Office and postoffice address, No. 02 William street, New-York City. SUPREME COURT, CITY AND COUNTY OF

Steamboats.

Steemer H M Whitney, Nickerson, Boston. Steamer General Whitney, Bearse, Boston. Park Johan Ludwig (Nor), Borgerson, Stockholm, 84-ya, with iron and wood pulp to order; vessel to

Again Abham Ludwig (1997) plup to order; vessel to Barkam & Boysen.

Bark Albemarie, Forbes, Navassa, December 16, with phosphate to Navassa Miller, Eventtanamo via Manzanilla, 14 days, with ceder and neaccamp to G Amsinek & Co. vessel to Waydell & Co.

CLEARED JANUARY 2.

CLEARED JANUARY 3.

Dimock.

Steamer Guyandotte, Walker, Norfolk and Newport.

News-Old Dominion Ss Co.

Steamer Britannic (Br), Smith, Liverpool-H Maitland

Steamer Jamaica (Nor), Bunn, Cardenas—W D Munson, Steamer Olympia (Bi), Coleman, Philadelphia—J M

Cebailos & Co.
Bark Francesco R (Ital), Califano, Norfolk-Funch,

SAILED.

THE MOVEMENTS OF STEAMERS-FOREIGN PORTS.

Why?

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ever imitated.

Washing Compound

Ship Colchester (Br), Earle, Sout

FALL RIVER LINE.

turgess. Steamer Feronia (Er), Geddes, Calcutta-Simpson, Spencer & Young.
Steamer Lahn (Ger), Helimers, Bremen-Oeirichs & Co.
Steamer Iroquois, Pennington, Charleston and Jacksonville-William P Clyde & Co. Herman Winter, Nickerson, Boston-H F

POR NEW-HAVEN-FARE, 75c.-Excursion (good 6 days), \$1.25. Magnificent new twin-screw seel stermer "Richard Peck," the Flyer, fastest steamer on Long island Sound, and the palatial steamer "C. H. Northam," leave Pic 26 E. R., daily (Sundaya excepted) at 3 p. m. and 11.36 p. m., rriving in time for trains for Meriden, Hartferd, Springfield and the North. These elegant stastifiers are equipped with electric lights and call bells and formished luxinifously throughout. Through the ets and bargage checked at 34 Broadway, N. Y., and Court.st., Broadlyn. Edye & Co.

Steamer El Norte, Hawthorne, New-Orleans—John T
Van Stelder, Steamer Caracas, Woodrick, La Guayra, Puerto Cabello
and Cardenis—Eoulion, Bliss & Dallett,
Steamer Alias (Er., Morris, Port au Prince, Cartnagena,
etc.—Pim. Forward & Co.
Steamer Rhyniand (Belg), Weyer, Antwerp—International Navigation Co.

SALLED.

Ocean Steamers.

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FAST EXPRESS STEAMERS,
Flist Cabin, \$70 and upward. Second Cabin, \$50 a
berth. Steerase, low rates. Steamers sail from foot of
cast. Hobokep.
H. H. Meier, Jan. 10, 10a.m., Trave, Tue, Feb. 7, 10 a.m.
Elle, Tues, Jan. 17, 6 a.m., Saale, Tues, Feb. 14, 4 a. m.
Aller, Tues, Jan. 21, 9 a.m. Labin, Tues, Feb. 14, 4 a. m.
Aller, Tues, Jan. 24, 9 a.m. Elbe, Tues, Feb. 18, 0 a.m.
New-YORK to Genou in Elbe, Tues, Feb. 28, 0 a.m.
New-YORK to Genou in Elbe, Tues, Feb. 28, 0 a.m.
New-YORK to Genou in Flot, Tues, Feb. 28, 0 a.m.
New-YORK to Genou in Flot, Tues, Feb. 28, 0 a.m.
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New-YORK to Genou in Flot, Tues, Feb. 28, 0 a.m.
New-YORK to Genou in Flot, Tues, Feb. 28, 0 a.m.
Nortice

Atter January 1, 1893, this company will not carry
any more passengers from Europe in the Steerage.

A —HAMBURG-AMERICAN PACKET CO. THE MOVEMENTS OF STEAMERS—FOREIGN PORTS.
Steamer Nasmyth (Br), from New-York, arrived at Liverpool January 3.
Steamer Liandard City (Br), from New-York, arrived at Bistol January 3.
Steamer Croms (Br), Lord, from New-York, December 18. arrived at Leith January 3.
Steamer Sibelias (Br), Fark, from New-York, December 22, arrived at Glasgow January 3.
Steamer Spaarndam (Dutch) from New-York for Bouston and Rotterdam, passed the Selly Islands Jrunary 3.
Steamer Bohenia (Ger), Schreeder, from New-York December 21 for Hamburg, passed the Lizard January 3.
Steamer Norge (Dan), Knudsen, stiled from Christiania for New-York December 14, arrived at Bremen January 3.
Steamer Standa (Ger), Kord, from Hamburg, sailed from Havre for New-York of January 2.
Steamer Scandia (Ger), Kord, from Hamburg, sailed from Havre for New-York of January 3.
Steamer Bremerhaven (Dutch), Butz, sailed from Antwerp for New-York, January 1.
Steamer Bremerhaven (Dutch), Butz, sailed from Antwerp for New-York, January 1.

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GRAND EXCURSION to the Mediterratean and the Orient by S. S. Fuers, Radiator, pumpilet.
Dyration, 10 weeks. Send for pumpilet.
HAMBURG-AMERICAN PACKET CO., 37 Bway, N. Y. Stramer Alsatia Br., Grierson, 1908. New-York December 17, for the Mediterranean, passed Gibrattar, January 3. Stramer Victoria (Br., Johnson, from New-York December 9, arrived at Fones January 1. Stramer Africa (Ger., Solgelkeu, from New-York December 1, arrived at Port Said January 3. Stramer Asama (Br., Smith, from New-York December 10 arrived at Port Said January 3. Stramer Strathdon (Br., McLauchian, from New-York November 12, arrived at Singapore January 3. Stramer Have (Ger., Jungat, from New-York December 27 for Bremen, arrived at southampton, January 3. Stramer Suevia (Ger., Eager, from New-York December 24 for Hamburg, passed the Lizard January 3. -TOURS TO THE TROPICS.

A -TOURS TO THE TROPICS.

WEERLY SERVICE FROM NEW-YORK to the Island of Jamaica, renowned for its salubrious elimate and natural beauty; winter station of the British Navy and headquarters of the British Army in the Word Indies. Good hotels and splendid reads.

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BRAZIL, THE U.S. AND BRAZIL MAIL S. S. CO.,
S. S. SEGURAVCA.
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MONTEVIDEO, EUENGS AIRES AND ROSARIO,
S. S. ADVANCE.
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PAUL, F. GERHARID & O. B. Peb. 28, 3 p. m.
PAUL, F. GERHARID & O. WICHAILST, New-YORK.
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A-RED STAR LINE.

Nathing for New-York and Antwerp weekly.

RHYNLAND Wednesdry, Jan. 4, 6,30 a. m.
WES BEING LAND. Wednesdry, Jan. 4, 6,30 a. m.
WES BEING LAND. Wednesdry, Jan. 4, 1, 100 p. m.
First cabin. \$30 upwards second cabin. to Antwerp.
\$35; from Antwerp. \$43. Reduction on round trip. Apply for "Pacies." Second at very low rates.

"NTERNATIONAL NAVI SATION CO.,
General Agents. 6 Rowling Green.

WHITE STAR LINE.

SUPREME COURT OF THE STATE OF NEW-YORK - John A. Rossvelt, plaintiff, against Wilhelmine Juch Lakao E. Valentine, Jacob Lahm, Mitchel Valentine, Mary Lahm, Markin J. Nolan, Martin P. Sullivan, Charles R. Christy, Markin J. Svolan, Martin P. Sullivan, Charles R. Christy, Markin J. Sullivan, Charles R. Christy, Markin J. Sullivan, Charles R. Christy, Markin L. E. Bockee and Alico E. Ruff, as executrices under the last will and testament of Fiftableth N. Chaplin, Mattifa L. E. Bockee and Alico E. Ruff, as executrices under the last will and testament of Fiftableth N. Chaplin, Mattifa L. E. Bockee and Alico E. Ruff, as executrices under the last will and testament of Fiftableth N. Chaplin, Place where trial is desired is the City and County of New-York. Britannic Jan. 4, 7 a. m. Britannic Feb. 1, 6 a. m. Adriatic Jan. 11, 1 p. m. Toutonic, Reb. 8, 11, 30 a.m. Germanic Jan. 18, 6 a. m. Germanic Feb. 15, 4 p. m. Germanic Jan. 25, 11, 30 a.m. Majestic Feb. 22, 10, 30 a.m. From White Sar Bock, 1sot of West 19th A. Salon rates, \$50 upward, according to steamer and location of berth Second cabin on these steamers, \$35 and \$40. Prepaid \$40 and \$45. Sterage from or to the Old Country, \$20. No. 29 Breadway, New York Philadelphia office, 406 Wainutest.

IL MASTLAND KERSEY, Agent.

A. TO LIVERPOOL VIA QUEENSTOWN.

Bothnia Jan. 7, 2 a. m. Atrotts. Peb. 4, 7:30 a. m. Servia. Jan. 14, 2 p. m. Servia. Peb. 1, 1 p. m. Servia. Jan. 14, 2 p. m. Servia. Peb. 11, 1 p. m. Servia. Jan. 21, 7:30 a. m. Genlia. Peb. 18, 6:30 a. m. Aurania. Jan. 28, 2 p. m. Aurania. Peb. 18, 6:30 a. m. Aurania. Jan. 28, 2 p. m. Aurania. Peb. 25, 1 p. m. Frem Pier 40, North River, tool Clarkson-85.

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VERNON R. BROWN & CO., General Agents.

DE FOREST & WEEKS, Plantilla street, New-Office and postofice address, No. 62 William street, New-York City.

To Martin J. Nolan and Martin P. Sullivan:
The foregoing summons is served upon you by publication, pursuant to an order of Honorable George L. Introduced in the supreme Court of the State of Panam, Justice of the Supreme Court of the State of New-York, dated the seventeenth day of December A. D. 1892, and filed with the complaint in the office of the 1892, and County of New-York, at the Court House in the city of New-York, plaintiff's Attorneys, Office and postofice address, No. 62 William street, New-York City. A -INMAN LINE.

NEW YORK TO SOUTHAMPTON.
CITY OF REW YORK Saturday, Feb. 25, 1:30 p. m.
CITY OF CHESTER Saturday, Mar. 4, 7 z. m.
CITY OF PARIS Saturday, Mar. 11, 12 noon.
From Pler 43, N. R., foot of Christopher st.
First cablin passage to Southampton, Loudont marked on and upwards, according to steamer. Second cable, 540 and 454. Sterage at low Fates, and INTERNATIONAL NAWIFON Co.,
General Asparts, 6 Bowling Green, N. Y. Office and postolice address, No. of THE STATE OF Vork City.

SUPREME COURT OF THE STATE OF NEW-YORK.—John A. Roosevelt, plaintiff, against Withelmine Juch, Isaac E. Vatentine, Jacob Lahn, Mitchel Valentine, Mary Lahn, Martin P. Sullivan, Charless R. Christy, as sole surviving trustee under the last will and testamined Thomas Christy, decased, of Elizabeth N. Chapth, Mattled L. R. Bockee and Alice P. Reff, as executices under the last will and testament of Thomas Christy, decased. Matida L. R. Boekee and Alice F. Rad, as extended as the last will and testament of Erastus W. Roff, deceased, John B. Cauluwell, defendants.
Place where trial is desired is the City and County of New York.

To the above-named defendants, and each of them:
You are hereby summened to answer the complaint in You are hereby summened to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys, within twenty days after the service plaintiff's attorneys, within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, indigment will be taken against you by default, for the relief demanded in the considered.

CLYDE LINE.

CHARLESTON S. C., the SOUTH AND SOUTHWEST,
JACKSONVILLE AND ALL FLORIDA FOINTS.
From Pier 23, E. R. (foot of Rooseveitest.) 3 p. m.
CHEROR EE, Charleston and Jacksonville, Wed., Jan. 4,
YEMASSEE, Charleston and Jacksonville, Frt., Jan. 8,
ALGONQUIN, Charleston and Jacksonville, Frt., Jan. 8,
All steamers have first-class passenger accommonations,
WM. P. CLYDE & CO., General Agents,
T. G. EGER, Gen'l Agt. G. S. Fr't Line, 347 Broadway. COMPAGNIE GENERALE Transatlantique,
FRENCH LINE TO HAVRE EVERY SAT.
LA GASCOGNE, Santelli Sat. Jan. 7, 1 p. m.
LA BOURGONE, Leforuf Sat. Jan. 14, 6 a. m.
LA CHAMPAGNIE Bover Sat. Jan. 21, 1 p. m.
A. FORGET, General Agent, No. 3 Bowling Green.

taken against you by default, for the relief demanded in the combilaint.

Dated, New-York, November 11th, 1892.

DE FOREST & WEERS, Frintiff's Attorneys,
DE FOREST & WEERS, Frintiff's Attorneys,
Office and postoffice address, No. 62 William street, New-York City.

To Marfin J. Nolan and Martin P. Sullivan:
The foregoing summons is served upon you by publication, pursuant to an order of Honorable George L. Ingraham, Justice of the Supreme Court of the State of Kew-York, dated the seventeenth day of December L. D. 1892, and filled with the compilaint in the office of the 1892, and filled with the compilaint in the office of the 1892, and the city of New-York, 2 the Court House in the city of New-York.

House in the city of New-York.

Different States of the Court of the Court of the City and Courty of New-York, at the Court House in the city of New-York.

SUPREME COURT, CITY AND COUNTY CANADIAN PACIFIC STEAMSHIPS TO

JAPAN AND CHINA.

NEW-TOKE TO JAPAN IN 17 DAYS.
Intended selling from Vancouver:

EMPRESS OF JAPAN Feb. 6.

EMPRESS OF JAPAN Feb. 6.

EMPRESS OF JAPAN EVERETT FIRAZAR.

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S53 Broadway, N. Y.

69 Wall-st, N. Y. Office and postofiles address, No. 62 William street, New-York City.

SUPREME COURT, CITY AND COUNTY

OF NEW-YORK—Thomas F. O'Connor, piaintuf, against Charles A. King, as executive and trustee, and Mary against Charles A. King, as executive and trustee, and Mary against Charles A. King, as executive and trustee, and the last will and testanent of William J. O'Connor, deceased, and others, detendants.

In pursuance of an interlocutory judgment of partition and sale, duly made and entered in the above entitled action, and bearing date the seventh day of December, decided, and bearing date the seventh day of December, sell at public authorisation, New-York Real Estate Salestein, and the secondary of the secondary in the city of New-York, on room, No. 11 Broadway, in the city of New-York, on the related to the secondary judgment, and thereby described as follows: All that certain piece or particle of land, with the buildings and improvements thereon cel of land, with the buildings and improvements thereon cel of land, with the buildings and improvements thereon cel of land, with the buildings and improvements thereon distant two foundary of and being in the Eleventh Ward erected, streate, lying and being in the Eleventh Ward distant two foundary of the province of the control of the block formed by said Avenue C to the southers of the block formed by said Avenue C and D and Third and Fourth streets; thence northwesterly along said point canter the one a parallel with said Third street twenty feet eight inches; thonce running mortal street the one and three control from a parallel with said Third street twenty feet eight inches, and thence acuthwesterly from said centre significances, and thence acuthwesterly from and centre significances, and thence acuthwesterly from and centre significances, and thence southwesterly from and centre significances, and thence acuthwesterly from and centre significances, and thence southwesterly from and centre sig EGYPT.-COOK'S NILE STEAMERS In leave Cairo November 15, and regularly thereafter a log the season. Saulings, plans, bertins and every infortion from THOS, COUR & SON, 261 Broadway, N. Y.

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OCCIDENTAL AND ORIENTAL
Steamers have San Francisco as follows:
GAFLIC Tuesday, January 24, 2 p. m.
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GAFLIC (will call at Honolulu Tuesday, April 4, 3 p. m.
Superbly appended. Superior accommodations.
Reservations can be made by letter or telegram to and
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Battery Flace, or room 74 Balfroad Building, San Francisco.
T. H. GOODMAN, General Passencer Agent.

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Saturday Steamers at 1 p. m., and others at 3 p. m. for Havana, Procress. Campelee Fronters, Laguna, Tamplee.

Matanzas, Campelee Fronters, Laguna, Tamplee.

Nassau, Santiago de mind, Guantanamo and Clenfuegos.

Nassau, Santiago de mind, Guantanamo and Clenfuegos.

SENECA, Havana and Mex. ports. Sati, Jan. 7.

SENECA, Havana and Mex. ports.

SANTIAGO. Nassau, Santiago de Cuba and Clenfuegos.

This line has a direct connection with and issues through Rills of Ladinz to all points on Mexican R. W. Co., Mexican Interocapic R. R. Mexican Central R. W. Co., Ltd., can Interocapic R. R. Mexican Central R. W. Co., Ltd., can the Monterey and Mexican Guif Ralfroad. Excursion and the Monterey and Mexican Guif Ralfroad. Excursion and the Monterey and Mexican Guif Ralfroad. Excursion for the particulars, freight or bassauc, apoly to JAMES E. WARD & CO., 113 Wall-st.

N ILE AND HOLY LAND.—Excursion leaves for him and Paristine. Send for "Tourist Gravets." been tickets by all lines. II. GAZE & SONS, 113 Broadway. New-York.

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CENTRAL AND SOUTH AMERICA AND MEXICO,
From New-York Pier foot of Canal-st., North River,
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NEWPORT sails Tuesday, January 10, 1000,
From San Francisco, 184 and Brannan sto.,
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CITY OF RIO DE JANEIRO Sails Sai., Jan. 14, 3 p.
For treight, passase and general information apply as
company's office on the pier, foot of Canal-st., N. M.
H. J. BULLAN, General Superintendent.

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FOR LAGUAYRA, PUERTO CABELLO, CURACOA,
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S. S. CARACAS Wednesday, Jan. 4, 1 p. m.
S. S. VENEZUELA SAUDAY, Jan. 14, 1 p. m.
S. S. PILLADELPHIA Wednesday, Jan. 14, 1 p. m.
These American Stoamships, especially built for the
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S. S. TALLAHASSEE. Friday, Jan. 6, 3 p. m.
S. S. KANSAS CITY. Satura, Jan. 7, 3 p. m.
S. S. KANSAS CITY. Satura, Jan. 7, 3 p. m.
S. S. CHATTAHOOUHEE. Monday, Jan. 9, 3 p. m.
Fonnectiag with C. R. R. or Ga. nam S. F. & W. R.,
for sil points in GEORGIA. FLORIDA. SOUTH CAROLINA. ALABAMA and LOUISIANA. Unsurpassed accommodations. First class table d'hote. For froight and
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